THE
WESTERN PACIFIC RAILROAD CO.

WESTERN
FEATHER RIVER
ROUTE
PACIFIC

WESTERN DIVISION TIMETABLE

49

EFFECTIVE SUNDAY, APRIL 26, 1964
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYES ONLY

M. M. CHRISTY,
Executive Vice-President and General Manager.

L. D. MICHELSON,
General Superintendent.

K. V. PLUMMER, JR.,
Superintendent of Transportation.

Eastward FIRST SUBDIVISION Westward

Timetable No. 49

April 26, 1964

FIRST CLASS 18 California Zephyr Leave Daily	Mile Post	STATIONS SIDING CAPACITIES AND FACILITIES					FIRST CLASS 17 California Zephyr Arrive Daily
AM 10.00	0.0			San Francisco	FO	Motor Coach	PM 4.00
10.25 AM	4.7		4.7	Oakland Yard			3.30 PM
AM 10.35	4.7	Yd. Lmts. TO-R		**OAKLAND YARD**	BKFTPO		PM s 3.20
	5.8		1.1	**SP Crossing**	I		
	5.9		0.1	**CHESTNUT JCT. (SP Conn.)**	I	Double Track	
s 10.45	6.6		0.7	**OAKLAND**			s 3.10
	7.2		0.6	**SP Crossing**			
	7.7	Yd. Lmts.	0.5	**CLINTON (SP X'ing.)**	IP	Traffic Control System	
	9.6		1.9	**FRUITVALE**			
	10.6		1.0	**MELROSE (SP X'ing.)**	IP		
	11.3	68	0.7	**KOHLER**	P		
	13.7		2.4	**ELMHURST (SP X'ing.)**	IP		
	14.8		1.1	**SAN LEANDRO**	P		
	20.1	147	5.3	**HAYWARD**	P		
s 11.22	29.7	76	9.6	**FREMONT**	P		s 2.30
	30.3		0.6	**NILES TOWER (SP X'ing.)**	IP		
	30.5		0.2	**NILES JUNCTION**	YP		
	38.1	87	7.6	**HEARST**	P		
AM s 11.38	41.5		3.4	**PLEASANTON**	P		2.10
	42.7		1.2	**RADUM (SP X'ing.)**	AIP		
	42.97		0.27	**RADUM (SP X'ing.)**	AI		
	47.0	80	4.03	**LIVERMORE**	P		
	56.2	110	9.2	**ALTAMONT**	P		
	63.3	109	7.1	**MIDWAY**	P		
	72.8	216	9.5	**CARBONA**	YP		
	74.05		1.25	**SP Crossing**	AI		
	82.1	111	8.05	**WYCHE**	P		
	84.45		2.35	**SP Crossing**	I		
PM 12.33	92.0	Yard TO-R	7.55	**STOCKTON YARD**	BKFTPO		
	93.2		1.2	**AT&SF Crossing**	IP		
s 12.37 PM	93.8		0.6	**STOCKTON (SP X'ing.)**	IP		1.10 PM
Arrive Daily							Leave Daily
18							17

Eastward SECOND SUBDIVISION Westward

Timetable No. 49

April 26, 1964

Traffic Control System

FIRST CLASS 18 California Zephyr Leave Daily	Mile Post	STATIONS SIDING CAPACITIES AND FACILITIES				FIRST CLASS 17 California Zephyr Arrive Daily
	92.0	Yard TO-R		**STOCKTON YARD**	BKFTPO	
	93.2		1.2	**AT&SF Crossing**	IP	
PM 12.40	93.8		0.6	**STOCKTON (SP X'ing.)**	IP	PM s 1.07
	94.3	52	0.5	**FLORA STREET**	P	1.04
	95.1		0.8	**EL PINAL (SP X'ing.)**	IP	
	97.9	117	2.8	**HAMMER LANE**	P	
17 12.52	104.6	70	6.7	**KINGDON**	P	12.52 18
	105.5		0.9	**TERMINOUS JUNCTION**	YP	
	113.9	71	8.4	**THORNTON**	P	
	121.9	128	8.0	**PHILLIPS**	P	
	132.4	96	10.5	**POLLOCK**	P	
1.24	136.5	Yard TO-R	4.1	**SOUTH SACRAMENTO**	KFPO	
	137.5		1.0	**"X" ST. (CCT and SN X'ing.)**	IP	
	138.0		0.5	**"R" ST. (SP Crossing)**	IYP	
s 1.35	138.6		0.6	**SACRAMENTO**	KP	s 12.10 PM
	139.5		0.9	**HAGGIN (SN Conns.)**	P	
	140.7		1.2	**GLOBE (SN Conn.)**	P	
	143.6	122	2.9	**DEL PASO**	P	11.58 AM
	152.5		8.9	**SANKEY (SN X'ing & Conn.)**	P	
	156.5	125	4.0	**PLEASANT GROVE**	P	
	161.5	76	5.0	**TROWBRIDGE**	P	
	172.5	73	11.0	**EAST ARBOGA**	P	
	175.63		3.13	**SN CONNECTION**	P	
s 2.18	178.8	101	3.17	**MARYSVILLE**	P	s 11.24
	180.2		1.4	**BINNEY JCT. (SP X'ing.)**	IP	
	180.42		0.22	**SP CONNECTION**	P	
	186.0	72	5.58	**TAMBO**	P	
	193.0	125	7.0	**CRAIG**	P	
	202.9	Yard TO-R	9.9	**OROVILLE YARD**	BKFTYPO	
s 2.43 PM	205.1	94	2.2	**OROVILLE**	BKP	10.55 AM
Arrive Daily						Leave Daily
18						17

Sacramento Northern trains and engines will be governed by Western Pacific timetable and operating rules.

At South Sacramento and Sacramento, engine whistle or horn should be used only when necessary and then kept as soft as possible consistent with the particular requirement.

Eastward THIRD SUBDIVISION Westward

FIRST CLASS 18 California Zephyr Leave Daily	Mile Post			Timetable No. 49 April 26, 1964 STATIONS SIDING CAPACITIES AND FACILITIES		FIRST CLASS 17 California Zephyr Arrive Daily
	202.9	Yard TO-R		**OROVILLE YARD**	BKFTYPO	
PM 2.50	205.1 209.1	94	2.2	**OROVILLE**	BKP	AM s 10.45
	213.9	127	4.8	**KRAMM**	P	
	220.0	129	6.1	**ELSEY**	P	
	226.0	132	6.0	**JAMES**	P	
	234.9	141	8.9	**POE**	P	
	239.5	122	4.6	**PULGA**	P	
	243.5	79	4.0	**CRESTA**	P	
	247.6	73	4.1	**MERLIN**	P	
	253.1	55	5.5	**TOBIN**	P	
	255.3	83	2.2	**CAMP RODGERS**	P	
	260.1	94	4.8	**BELDEN**	P	
	264.6	73	4.5	**RICH BAR**	P	
	270.2	75	5.6	**VIRGILIA**	P	
	273.7	85	3.5	**TWAIN**	P	
	277.3	84	3.6	**PAXTON**	P	
s 5.10	281.5	Yard TO-R	4.2	**KEDDIE**	KFTPY	s 8.20
	287.9	76	6.4	**QUINCY JUNCTION**	P	
	292.6	83	4.7	**MASSACK**	P	
	296.4	92	3.8	**SPRING GARDEN**	P	
	301.6	85	5.2	**SLOAT**	P	
	305.4	85	3.8	**TWO RIVERS**	P	
	310.4	98	5.0	**BLAIRSDEN**	P	
	318.7	82	8.3	**MABIE**	P	
s 6.20 PM	321.4	Yard TO-R	2.7	**PORTOLA**	BKFYPO	7.10 AM
Arrive Daily						Leave Daily
18						17

Traffic Control System

Eastward FOURTH SUBDIVISION Westward

SECOND CLASS			Timetable No. 49 April 26, 1964	SECOND CLASS	
156	154	Mile Post	STATIONS SIDING CAPACITIES AND FACILITIES	153	155
Leave Daily	Leave Daily			Arrive Daily	Arrive Daily
PM 2.00	AM 10.00	0.0	Yd. Lmts. BKFTPY TCS TO-R **KEDDIE**	PM 1.30	PM 8.20
2.16	10.19	6.2	86 6.2 P **MOCCASIN**	1.13	8.04
2.19	10.23	8.6	13 2.4 P **CRESCENT MILLS**	1.09	8.00
2.28	10.32	14.7	86 6.1 P TO **GREENVILLE**	1.00	7.51
2.51	11.07	25.7	146 11.0 WYP **ALMANOR**	12.34	7.25
3.07	11.24	32.4	86 6.7 P **LASSEN VIEW**	12.17	7.08
3.14	11.31	35.2	2.8 P **CLEAR CREEK JCT.**	12.10	7.01
3.23	11.41	39.4	Yd. Lmts. 4.2 KYP TO **WESTWOOD** Joint Track	12.01 PM	6.52
3.31	11.50	43.5	4.1 P **MASON**	11.52 AM	6.44
3.32	AM 153 **11.51**	44.1	86 0.6 **ROBBERS CREEK**	**11.51** 154	6.43
3.43	PM 12.07	52.5	86 8.4 P **NORVELL**	11.40	6.32
3.57	12.21	62.9	86 10.4 P **LODGEPOLE**	11.26	6.18
4.15	12.39	76.4	86 13.5 YP **HALLS FLAT**	11.08	6.00
4.33	12.58	84.2	86 7.8 P **JELLICO**	10.42	5.34
4.47	1.13	90.2	86 6.0 P **WILLOW SPRINGS**	10.22	5.14
155 **4.57**	1.24	94.8	86 4.6 P **LITTLE VALLEY**	10.05	**4.57** 156
5.11	1.39	100.9	86 6.1 P **DIXIE**	9.50	4.40
5.31	2.00	109.5	86 8.6 P **PIT RIVER**	9.25	4.15
5.35 PM	2.05 PM	111.8	Yd. Lmts. 2.3 BKYP TO-R **BIEBER**	9.20 AM	4.10 PM
Arrive Daily	Arrive Daily			Leave Daily	Leave Daily
156	154			153	155

In Bieber Yard trains will be governed by Great Northern metable and transportation rules. Rule 93, Great Northern ransportation Rules, reads as follows:

"Within yard limits the main track may be used, clearing first-lass trains when due to leave the last station where time is shown. case of failure to clear the main track, protection must be given s prescribed by Rule 99.

"Within yard limits the main track may be used without protectg against second and inferior class, extra trains and engines.

"Within yard limits second and inferior class, extra trains and gines must move at restricted speed.

"Within yard limits when running against the current of traffic r on a portion of double or three or more tracks used as single track, l trains and engines must move at restricted speed."

Definition of "Restricted Speed" in Great Northern Transporta-on Rules is:

"Proceed prepared to stop short of train, obstruction or anying that may require the speed of a train to be reduced."

FIRST SUBDIVISION "A"— SAN JOSE BRANCH

Eastward — Westward

Timetable No. 49

April 26, 1964

	Distance from Niles Junction		STATIONS SIDING CAPACITIES AND FACILITIES			
		Traffic Control System	76		**FREMONT**	P
	0.0			0.8	**NILES JUNCTION**	YP
	3.3		Spur 1 E 12	3.3	**IRVINGTON**	P
	6.8		Spur 1 E 10	3.5	**WARM SPRINGS**	P
	8.0		Spur 1 E 18	1.2	**CURTNER**	P
	11.5		E 71 W 77	3.5	**MILPITAS**	YP
	14.1		Spur 1 E 10	2.6	**BERRYESSA**	P
Yard Limits	17.5		Yard TO-R	3.4	**SAN JOSE YARD**	BKFTPO
	19.6			2.1	**VALBRICK (SP X'ing.)**	
	20.4			0.8	**WILLOW GLENN (SP X'ing.)**	I
	22.3			1.9	**WEST SAN JOSE (SP X'ing.)**	
	23.0		Yard	0.7	**SAN JOSE FREIGHT STATION**	

FIRST SUBDIVISION "B"— CARBONA BRANCH

Eastward — Westward

Timetable No. 49

April 26, 1964

Distance from Carbona	STATIONS SIDING CAPACITIES AND FACILITIES			
0.0	216		**CARBONA**	YP
1.7	63	1.7	**KERLINGER**	PO
1.92	Spur 1 W 18	0.22	**TEEKAY**	
2.0		0.08	**END OF BRANCH**	

RULE 201. Train order authority is not required on Carbona Branch and all movements on branch must be made at yard speed.

SECOND SUBDIVISION "A"—TERMINOUS BRANCH

Eastward — Westward

Timetable No. 49

April 26, 1964

Distance from Terminous Jct.	STATIONS SIDING CAPACITIES AND FACILITIES			
0.0	31		**TERMINOUS JCT.**	YP
6.6	3	6.6	**GRASS**	
7.8	Yard	1.2	**TERMINOUS**	

RULE 201. Train order authority is not required on Terminous Branch and all movements on branch must be made at yard speed.

Special Instructions

ALL SUBDIVISIONS

All times as shown for trains at Stations on schedule pages
e Pacific Standard Time. Trains will continue to operate on Pacific
andard Time during period that Daylight Saving Time is in effect.

GENERAL RULE M. Add. Employes are prohibited from rid-
g or walking on the roof of any moving car.

RULE 10-J. Between Chestnut Junction and Oroville, yellow
und speed-control boards indicate the maximum permissible speed
passenger trains except as noted at bottom of page 29. Elsewhere,
ssenger trains will be governed by the higher number speeds
dicated on white oval speed-control boards.

Between Chestnut Jct. and Oroville, the higher number on white
al speed-control board indicates the maximum permissible speed
r Special Freight Trains under column 2 and the lower number in-
cates the maximum permissible speed for Other Freight Trains
der column 3. Where but one number is shown, it indicates the
aximum permissible speed for both Special and Other Freight
ains.

RULE S-17. Outside of T.C.S. territory care must be taken to
e that flag protection is furnished ahead when taking siding to
eet trains unless it is definitely known that train is clear of the
ain track. After train comes to rest in the siding, the head end
ust receive a stop signal from the rear end indicating that train is
ar of the main track. Until such signal has been received by head
d, headlight will be displayed and flag protection provided. This
es not in any way relieve the approaching train from complying
th provisions of Rule S-90.

RULE 82-A. Trains in T.C.S. territory which change engines
intermediate stations need not obtain a new clearance. Thereafter
clearances issued will indicate the latest engine number. Train
patcher must be notified promptly of change in engines.

First-class trains must obtain clearance at Oroville Yard and
ll not require a clearance at Oroville.

RULE 92. First-class trains must respect schedule shown.

RULE 101-A. Freight trains designated by the General Super-
tendent or the Superintendent may operate at speeds shown
der column 2, Special Freight Trains, pages 28 and 29 when they
ceive the following message:

> "This is your authority to operate at speeds shown under
> column 2, Special Freight Trains, current timetable between
> .... and ...."
> (Station) (Station)
>
> ....

Freight trains that do not have this written authority, or when
is authority is cancelled, will operate at speeds shown under
lumn 3, Other Freight Trains.

RULE 101-B. When tracks are covered by water and it is
own they are safe for movement, engines may be operated over
em only if the water is below the traction motor frames, not ex-
eding 5 MPH.

RULE 105. Sidings on Third Subdivision except Keddie and
ding at Carbona included in signal circuits.

RULE 110. Freight trains need not stop for train inspection
train is operating normally, except westward trains on Third Sub-
vision requiring use of retainers must stop for inspection at Belden
less train has been inspected at Keddie, in which case, they may
n from Keddie to Elsey for inspection.

If stops for train inspection are contemplated and if practicable
o do so, train dispatcher should be notified in advance of any such
ops.

When conditions restrict visibility, the conductor will designate any stops or additional stops for inspection that in his judgment, are necessary.

RULE 204. Train orders may be issued to first-class trains at Portola and Oroville Yard which affect their movements on both Second and Third Subdivisions. At Oroville Yard train order mast located on north side of main track in front of telegraph office.

Incoming crews on first-class trains when crew change is made at Oroville, must deliver train orders, clearance and instructions to outgoing crew.

RULE 509. When a train becomes disabled in a block between stations, and the conductor or engineer has given train dispatcher assurance it is unable to proceed, the train dispatcher may, after an understanding has been reached with the conductor or engineer of the disabled train, orally authorize another train in opposing direction to enter the block under flag protection to relieve the disabled train. When a train is reported disabled to the train dispatcher, it must thereafter not be moved in either direction until relief train has arrived, or unless otherwise instructed by the train dispatcher.

RULE 540. Traffic Control System extends from Clinton to Portola, from absolute signals located just west of tail of wye switch at Niles Junction to west yard limit San Jose, MP BR-15.25 and from Keddie to and including east switch Moccasin.

On First, Second and Third Subdivisions, including First Subdivision "A"-San Jose Branch, and on Fourth Subdivision at Keddie trains will be authorized by clearance at initial stations. Trains originating at intermediate stations will be authorized orally by train dispatcher, except at a station where an operator is on duty.

Conductor, or engineer if there is no conductor, of a train authorized orally, must ascertain from the train dispatcher what instructions are outstanding as to track conditions on that portion of the system over which movement is to be made.

Trains on First and Second Subdivisions which are operated through Stockton and Stockton Yard with the same conductor may be issued Form Y train orders affecting their movement on either or both Subdivisions and may assume corresponding schedules or run extra from Stockton or Stockton Yard without obtaining clearance. When engine crews are changed at Stockton or Stockton Yard, incoming engineer must deliver clearance, train orders and instructions to outgoing engineer.

RULE 547. When a train is standing or switching in a block at a station, train dispatcher may authorize another train to flag into the block to perform work. Crew of train so authorized must have an understanding with crew of train occupying the block before entering and must fully protect their movements against any movements by the train originally occupying the block.

The granting of work authority does not relieve trains or engines from complying with the indications of any interlocking signals within the working limits. Any movements within the interlocking limits or to enter the interlocking limits must be made in accordance with interlocking rules, except when a train or yard engine, after entering the limits as prescribed by such rules, finds it necessary to temporarily leave a portion of their train or switch cut within the interlocking limits and permit their engine to leave the interlocking limits in the process of completing a switch movement, they may, after stopping, pass the interlocking signal governing entrance to the interlocking limits in stop position to again couple to their train or switch cut. In such cases if the crossing involved has been left clear, no movement must be made to foul or cross same without first protecting against movement on conflicting route.

RULE 550. The areas in which authority will be granted to use switches within work limits when work time is obtained are between:

East switch Kohler and west switch Stockton Yard (MP 90).

East switch Flora St. and west switch Oroville Yard, except electrically-locked switches between switches of sidings and North Channel line switch.

San Jose Branch, Niles Jct. and MP BR-15.25.

When a train or engine is to clear the main track at an elec-rically-locked switch, after it has entered the block in which the witch is located, the train dispatcher must hold all signals governing novement into that block at STOP and apply red tags to the levers ontrolling such signals. When movement is clear of main track and witch again normal, crew member will then report to train dis-atcher that train or engine is clear. Until crew member so reports rain dispatcher must not remove red tags from levers controlling he signals involved.

RULE 550-A. Trains and engines must not clear the main track t hand-operated switches not equipped with electric locks in terri-ry where maximum speed is greater than 20 MPH.

RULE 825. Modified to extent that diesel engines not exceed-ng two units or 3500 H.P. may be used behind 400 and 600 series abooses.

RULE 826. When necessary to handle a car ahead of the en-ine between stations, it must be chained to engine unless air brakes re cut in and operative.

RULE 831. When steam shovels, cranes, pile drivers, ditchers, preaders or similar equipment are handled in trains, other than ork trains in service, they must be placed on rear, unless other-ise directed. If picked up at a point where they cannot be placed n rear, they may be placed on head end and switched to rear at irst station where possible to do so.

RULE 1011. When engine is not detached from train on No. 17 r No. 18 at Oroville, or on No. 17 at Portola, it will not be necessary r outgoing enginemen to check supplies and equipment.

FIRST SUBDIVISION

Nos. 17 and 18 receive and discharge passengers to and from an Francisco at Middle Harbor Road, Oakland Yard.

No. 18 must obtain clearance at Oakland Yard.

No. 17 will stop at Pleasanton to discharge revenue passengers rom Salt Lake City or beyond.

Switches of certain tracks are not electrically-locked or signalled. xcept in emergency a train must not clear main track on such racks. If necessary to clear, permission must be obtained from the rain dispatcher before again entering main track and provisions of ule 520 will apply.

Switching may be done at these switches without work authority rovided part of train is left at all times on main track within the lock being used. Train dispatcher should be advised when such witching is to be done between stations.

RULE D-71. Trains have no timetable superiority between linton and Chestnut Jct.

Yard engines must obtain information as to when first-class rains are due and avoid delaying them and give way promptly to ther trains.

RULES 83-A and 83-B. First-class trains need not register at Stockton Yard.

Oakland.

(a) **RULE D-151.** Before trains are authorized to move against he current of traffic between Clinton and Chestnut Jct. train dis-atcher must first contact yardmaster Oakland Yard advising him of uch impending train movement. After yardmaster has informed rain dispatcher yard engines have been notified and track to be used ill be clear, train movement against the current of traffic will be uthorized as follows:

Westward: By signal indication per Rule 292-A at absolute signal Clinton.

Eastward: By train order form reading "No.__________ use westward main track Chestnut Jct. to Clinton."

(b) Yard engines must move with current of traffic when prac-ticable, using crossovers to move to other track to perform work. Yardmaster may authorize long moves against the current of traffic after obtaining information that opposing trains or yard engines will ot be encountered. If impracticable to contact yardmaster and it is ecessary to make a long move against the current of traffic, engine